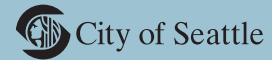




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Central Waterfront

In 2012, the State of Washington, King County and the City of Seattle plan to begin taking down the Alaskan Way Viaduct from S. King Street to the Battery Street Tunnel. The three agencies are working together to find a solution for this central waterfront section, as well as the entire system of streets, transit service, and freeways from Lake Washington to Elliott Bay, and from NE 85th Street in the north to Seattle's city limits in the south.

Governor Christine Gregoire, King County Executive Ron Sims and Seattle Mayor Greg Nickels have directed their three transportation departments to evaluate options and seek public comments. The three executives will recommend an approach in December 2008 for consideration by the Legislature in 2009.



We are looking beyond SR 99 and considering solutions that help keep people and goods moving throughout the region.

Fact sheets are available on other projects, including:

- Column Safety Repairs
- Electrical Line Relocation
- North End: Lenora Street to Battery Street and Battery Street Tunnel Improvement Projects
- South End: S. Holgate Street to S. King Street Viaduct Replacement Project
- Transit Enhancements and Other Improvements

How will a recommendation be developed?

Any solution will be grounded in the state, county and city's recognition of, commitment to, and integration across a set of six guiding principles:

- Improve public safety.
- Provide efficient movement of people and goods now and in the future.
- Maintain or improve the economies of downtown Seattle, the port, the region and the state.
- Enhance Seattle's waterfront, downtown and adjacent neighborhoods as a place for people.
- Create solutions that are fiscally responsible.
- Improve the health of the environment.

This central waterfront work will take place in conjunction with the Moving Forward projects, which will repair or

replace about half of the viaduct in the north and south ends of the corridor. The work in the north and south ends will be contracted to fit with any above-ground, at surface, or below-ground solutions for the central waterfront.



The viaduct is vulnerable to earthquakes and continues to show signs of age and deterioration. It must be replaced.



For More Information:

Visit the Web site at:

www.alaskanwayviaduct.org

Call the hotline:

1-888-AWV-LINE

Send an e-mail to:

viaduct@wsdot.wa.gov

Send a letter to:

Alaskan Way Viaduct and Seawall Replacement Program
c/o Washington State
Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104

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What options are being considered?

The eight scenarios listed below cover a range of options, from a smaller road along the central waterfront and significant investments in transit and surface streets, to roads that bypass downtown with fewer transit and surface street investments. The scenarios also include varying levels of investment in Interstate 5, surface streets, transit, and transportation policies and management.

- A. Surface boulevard - demand management and low capital
- B. Surface boulevard - transit
- C. Alaskan Way and Western Avenue couplet
- D. Four-lane elevated
- E. Four-lane integrated elevated
- F. Four-lane bored tunnel
- G. Four-lane cut-and-cover tunnel
- H. Four-lane lidded trench

This fall, we continue to evaluate these scenarios and gather input from the public. For more information about the scenarios, visit www.alaskanwayviaduct.org.

How is the public involved in this decision?

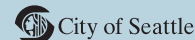
The state, county and city departments of transportation formed a Stakeholder Advisory Committee as a way to gather comments and ideas for potential central

waterfront solutions. The committee is a group of 30 people representing various constituencies and community groups, including business, neighborhood, freight, commuter, environmental and other interests. Committee meetings are open to the public. Meeting times and locations can be found on our Web site.

During 2008, the state, county and city have been holding quarterly open houses related to the central waterfront project. These events discuss the progress that has been made and provide updates about the stakeholder committee's work. Open house times and locations are also available on our Web site.



WSDOT, King County and the City of Seattle are taking a fresh look at the central waterfront and how to replace the viaduct between the Battery Street Tunnel and S. King Street. We are committed to reaching agreement on a central waterfront solution by the end of 2008, and plan to begin taking down the central section of the viaduct in 2012.



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